DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
Office of Structural Materials
Quality Assurance and Source Inspection

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DAILY PROJECT JOURNAL

Prime Contractor: American Bridge/Fluor Enterprises, a JV **Report No:** DPJ-000532
Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 26-Nov-2007
Location: ChangJiang Base, Shanghai-Pudong, China

Submittals(New / Total): **CWR's:** 2 / 32 **HSR's:** 2 / 12 **NCR's:** 0 / 15

Item	Title	Detail
1	Other important observations	At 0730 hours I traveled with Allistair Melville, Stanley Ku, and Ching Chao to the ZPMC Chang Jiang Base where they are machining the 89-m diaphragm assembly. Although ABF/ZPMC indicated last week that the machining would not begin until the morning of 26-NOV-07, upon our arrival we noticed that all the outside edges of both diaphragms had been square-cut and ZPMC was drilling the strut connection bolt holes. During discussions with the ZPMC personnel, the following was discussed: (1) ZPMC indicated that the diaphragm edges were machined without having to flip or move the assembly as it was fixed to a rotating hydraulic platform. However, they stated the machine arm and drilling head were too large to do the same for the bolt holes due to conflicts with the diaphragm stiffener plates. (2) ZPMC presented drawings showing the layout and data that was programmed into their machine. ZPMC showed how they were using the corner of Skins B and C as their control point. ZPMC indicated this point and all other working points were surveyed and located onto the assembly at Changxing Island before arriving at Chang Jiang Base. ZPMC also stated that after they diaphragms were marked and the data was programmed into the machine, a dry-run of the program was performed in order to ensure the machine made the correct cuts. (3) ZPMC will have to flip the assembly in order to cut the bevels into the key holes for the longitudinal stiffeners around the diaphragms and the outside edges of the diaphragms. It was discussed that minimizing the number of times the diaphragm is flipped will reduce the amount of error incurred. ZPMC will need to add more detailed procedures into their fabrication plan regarding their methods to use the working points to maintain accuracy during the flipping of the assembly.

Inspected By: Smith,Ryan Quality Assurance Inspector
Reviewed By: Wahbeh,Mazen QA Reviewer